AMENDMENT

IN THE SPECIFICATION:

Please combine paragraphs 3 and 4 as follows:

Known vehicle door latches are lockable using a "free wheeling" principle. Thus, with the door unlocked, lifting of an outside door handle causes the door latch to open. Conversely, with the door locked, lifting of the outside door handle is still possible but a transmission path between the outside door handle and components of the door latch that retains the door in the closed position is broken. Essentially, a break is created in the transmission path. The components on the door handle side of the break are caused to move with the door handle while the components on the other side of the break do not move. A problem with this type of locking is that a space has to be provided for the components on the handle side of the break to move when the handle is lifted.

Please amend paragraph 8 as follows:

Figures 1A to 1D show a first embodiment of the present invention in various positions~~:~~;

Please amend paragraph 10 as follows:

Figure 3 shows an isometric exploded view of ~~figure~~ Figure 2A; and

Please amend paragraph 11 as follows:

Figures 4A to 4D and 5A and 5D show isometric views of ~~figure~~ Figure 2A to 2D, respectively.

Please amend paragraph 12 as follows:

With reference to ~~figures~~ Figures 1A to 1D, there is shown a latch mechanism 10 mounted on a chassis 12 (only shown in ~~figure~~ Figure 1A). ~~Latch~~ A latch mechanism 10 includes an input member in the form of an input lever 20, an output member in the form of a pin 30, a clutch in the form of a link 40 and a blocking member 50.

Please combine paragraphs 13, 14 and 15 and amend paragraph 13 as follows:

~~Input member~~The input lever 20 is pivotally mounted at an input pivot 21 to the chassis 12. ~~Link~~ The link 40 is pivotally mounted at pivot 41 to an end 20B of the input lever 20. ~~Blocking~~ The blocking member 50 is fixed in a stationary position on the chassis 12.

Please combine paragraphs 16 and 17 and amend paragraph 16 as follows:

~~Pin~~The pin 30 is movable between the positions as shown in ~~figure 1A and figure 1C. Latch~~Figure 1A and Figure 1C. The latch mechanism 10 typically forms part of a vehicle door latch arrangement. An inside door handle 300 and an outside door handle 302 are connected by a transmission path to an end 20A of the input lever 20. ~~Pin~~The pin 30 is connected to a pawl, which is capable of retaining a latch bolt (e.g., a rotating claw) in a closed position. The claw in turn can releasably retain a latch striker in order to retain an associated door in a closed position. Movement of the pin 30 from the position shown in ~~figure~~Figure 1A to the position shown in ~~figure~~Figure 1C causes the pawl to disengage the claw and allow the door to open. Thus, with the latch mechanism 10 in the position as shown in ~~figure 1A~~Figure 1A, the door is in an unlocked condition. Operation of ~~an~~the inside door handle 300 or the outside door handle 302 will cause the end 20A of the input lever 20 to lift (i.e., the input lever 20 will rotate in ~~an anticlockwise direction) causing~~a counter-clockwise direction), causing the end 20B to lower. This movement of the end 20B results in an abutment 42 contacting and then moving the pin 30 to the position shown in ~~figure~~Figure 1C. It should be noted that in ~~figure~~Figures 1A and 1C, the pivot 41, the abutment 42 and the pin 30 are all aligned.

Please amend paragraph 18 as follows:

The latch mechanism 10 can be put into a locked condition as shown in ~~figure~~Figure 1B by rotating the link 40 so that it aligns with the blocking member 50 and no longer aligns with the pin 30. Thus, when an attempt is made to lift the outside door handle 300, the abutment 42 moves into contact with the blocking member 50, and the outside door handle 300 cannot be fully lifted. The door therefore remains fully closed.

Please amend paragraph 19 as follows:

Thieves tend to apply excessive force to outside door handles 300 in the expectation of causing components of the door latch to fail in an attempt to gain entry to the vehicle. However, the present invention mitigates this problem. In the event that the blocking member 50 fails (e.g., it breaks off the chassis 12), the abutment 42 will bypass the pin 30. Thus, the door still remains closed.

Please amend paragraph 20 as follows:

Under normal circumstances, the abutment 42 does not enter the space occupied by the blocking member 50. Consequently, this space is available for other components of the latch, enabling a more compact latch design. Preferably, the blocking member 50 is not solely dedicated to acting just as a blocking member, but fulfills another function within the latch to further save space.

Please amend paragraph 21 as follows:

With reference to ~~figures~~Figures 2A to 5C, there is shown a further embodiment of the invention. ~~Latch~~The latch mechanism 110 has components that fulfill substantially the same function as those in the latch mechanism 10.

Please combine paragraphs 22 and 23 and amend paragraph 22 as follows:

~~Input~~The input lever 120 includes a hole 122, which mounts on an input pivot pin 121, ~~which, in turn,~~which in turn is mounted on a chassis 112. ~~Input~~The input lever 120 includes an L shaped hole 123 and a further hole 124 for connection to an inside door handle 200 or an outside door handle 202.

Please amend paragraph 24 as follows:

In this case, the output member is in the form of an output lever 130 having a pivot hole 131, which is mounted on the input pivot pin 121. Thus, it can be seen that the input lever 120 and the output lever 130 lie adjacent to one another and pivot about the same axis. ~~Lever~~The output lever 130 includes a slot 132, which in the position shown in Figure 2A, substantially aligns with ~~le~~an arm 123A of an L shaped hole 123. ~~Output~~The output lever 130 further includes an abutment 133 and an arm 134.

Please combine paragraphs 25 and 26 and amend paragraph 25 as follows:

~~Blocking~~A blocking member 150 is in the form of a link being pivotally mounted on the chassis 112 at a pivot 152 and having a abutment 153. Adjacent the abutment 153, there is a hole 154 in which is mounted a pin 161 of a link 160. ~~Link~~The link 160 includes a clutch at an end 160A in the form of a pin 140. ~~Pin~~The pin 140 engages in L shaped hole 123 of the input lever 120 and also in the slot 132 of the output lever 130.

Please amend paragraph 27 as follows:

~~Pawl~~A pawl arm 170 is connected at an end 170A to a pawl (not shown), which releasably retains a latch bolt (e.g., a rotating claw) to secure the door. Movement of the pawl arm 170 from the position shown in ~~figure~~Figure 4A to the position shown in ~~figure~~Figure 4C causes the pawl to rotate and allow the door to open.

Please combine paragraphs 28, 29 and 30 and amend paragraph 28 as follows:

Operation of the mechanism is as follows. –With the mechanism in the position as shown in ~~figures~~Figures 2A, 3 and 4A, the pin 140 is located at the end 132A of the slot 132 and hence at an end 125 of an L shaped hole 123. As such, the input lever 120 and the output ~~levers~~lever 130 are coupled together for rotation. Further, as seen from Figure 2A, the abutment 133 of the output lever 130 is not aligned with the abutment 153 of the blocking member 150 (i.e., the abutment 133, the abutment 153 and the pivot 152 are not aligned). Thus, operation of ~~an~~the inside door handle 200 or the outside door handle 202 causes a hole 124 to move in the direction of arrow A of Figure 2A to the position as shown in Figure 2C, which results in the arm 134 rotating the pawl arm 170 and thus opening the door. It should be noted that the abutment 133 has bypassed the abutment 153, as shown in Figure 2C.

Please amend paragraph 31 as follows:

With the input lever 120 and the output ~~levers~~lever 130 in the position shown in Figure 2A, the block member 150 can be rotated to the position as shown in Figure 2B. This has two effects, namely: a) the ~~abutment~~~~Abutment~~ 153 aligns with the abutment 133 (i.e., the abutments 153 and 133 and the pivot 152 are aligned) to prevent movement of output lever 130; and b) ~~Pin~~ the pin 140 is moved (by the link 160) to the end 132B of the slot 132 and hence to the confluence of arms 123A and 123B of the L shaped hole 123, i.e., to position 126 (see Figure 3).

Please combine paragraphs 32 and 33 and amend paragraph 32 as follows:

In the event that ~~an~~the inside door handle 200 or the outside door handle 202 is operated, movement of the input lever 120 causes the arcuate arm 123B of the L shaped hole 123 to move past the pin 140, which remains stationary. Compare ~~figures~~Figures 2B and 2D. Accordingly, if the input ~~and outside levers~~lever 120 and the outside lever 130 corrode or otherwise stick together, then the door is still prevented from opening by engagement between ~~abutment~~the abutments 133 and 153. Under these circumstances, it is not possible to move the associated door handle and this acts as an indicator that the mechanism is malfunctioning. Such an indicator is useful since a malfunction can be determined simply by attempting to operate the door handles. No internal examination of the door is required.

Please amend and combine paragraphs 34-36 as follows:

The mechanism can be used in the transmission path between an outside door handle and a latch bolt (i.e., it can be used to lock the door). Alternatively, the mechanism can be used between both the inside and outside door handles and the latch bolt, i.e., it can be used to superlock (or deadlock) the door. Alternatively, it can be used between an inside door and a latch bolt, especially on a rear door of a vehicle, i.e., to provide a child safety function of the door latch.